- A torque limiter is built into the input shaft gear to prevent damage caused by excessive torque.
- The lube oil temperature can be controlled because in addition to the input shaft gear which functions as a centrifugal pump, an oil cooler is also equipped.
- The oil cooler is equipped with a cooling water drain cock to prevent cracks caused by freezing in cold weather. It is therefore easy to drain the water.
- The propeller shaft can rotate in both counter clockwise (C.C.W.) and clockwise (C.W.) directions.

NOTE: Since the difference in reduction gear ratio between C.C.W. and C.W. rotations is within 0.07%, no problem occurs in operation.

1-2 Specifications of Angle Drive Marine Gear

Model		KM4A		
For engine models		4JH-BE, 4JH-TBE, 4JH-HTBE, 4JH-DTBE		
Down angle		7 degree		
Clutch		Constant mesh gear with servo cone clutch (wet type)		
Direction of rotation	Input shaft	Counter-clockwise, viewed from stern.		
	Output shaft	Bi-rotation		
Reduction ratio		3.30	2.63	2.14
Propeller shaft rpm at cont. rating		1062	1332	1637
Remote control	Control head	Single lever control		
	Cable	Morse, 33-C (Cable travel 76.2mm or 3 in.)		
	Clamp	YANMAR Made, standard accessory		
	Cable connector	YANMAR Made, standard accessory		
Output shaft coupling	Outer diameter	ϕ120mm (4.72")		
	Pitch circle diameter	ϕ100mm (3.93")		
	Connecting bolt holes	4–ϕ10.5mm (4–ϕ0.41")		
Position of shift lever		Right side, viewed from stern		
Lubricating oil		Same as Engine lube oil		
Lubricating oil capacity		1.3ℓ		
Lube oil cooler		Sea-water cooling		

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